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SOURCE Automobil

COMPARISON OF RAIL AND MOTOR SHORT-DISTANCE HAULING COSTS

Because of the higher costs involved in short distance hauling of freight by rail, as compared with hauling by motor, Soviet motor transport is faced with relieving the railroad systems of hauling this type of freight.

Between 25 and 27 percent of the entire volume of freight hauled by rail is over short distances. Of the total freight turnover, 7-8 percent is over distances of less than 30 kilometers, 12-13 percent over less than 50 kilometers, and 25-27 percent over less than 100 kilometers. Only 5-10 percent of the over-all time of short-distance hauls is spent in movement; the remainder is spent in layover during loading and unloading, switching, and making up trains. It costs three to four times more to haul freight 30 kilometers than 700 kilometers.

The greatest delay in car turnaround takes place within the large rail centers, mainly because of waiting for through trains to pass. Although the road distance from Lyubertsy to Lyublinko is only 9-10 kilometers, molding sand from the Lyubertsy quarries is hauled to Lyublinko by two different railroads, and car turnaround via the Moscow Inner Belt Line takes 2-3 days. At present, the road from Lyubertsy to Lyublinko is impassable for motor vehicles, but a little road construction work would permit freight to be hauled between these two points by truck in 1-1 1/2 hours. A considerable part of the cement shipped by the Podolsk Cement Plant is for construction sites and enterprises which have no sidings. As a result, it is unloaded into elevators at Moskva-Tovarnaya Station, October Railroad System, and from there it is hauled to the construction sites and enterprises by motor transport.

50X1-HUM

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50X1-HUM

In 1949, rail and motor transport rates were changed, resulting in increased rail rates and lower motor transport rates. Despite this fact, rail rates are still lower than motor rates. However, when the to-and-from-station hauling costs are added to the rail rate, motor transport rates become lower than the combined rail-motor transport rate. This can be seen by comparing Tables 2 and 3.

The effectiveness of hauling over short distances by motor transport can be seen from other examples. Since 1948, tire casings from the Moscow Tire Plant have been hauled to the Automobile Plant imeni Stalin by truck trailer in 1-1½ hours, as compared to the 1-1½ days required by rail. By using the ZIS-150 truck and two trailers, an average of 65-68 tons of casings are hauled in 11-12 hours, thus relieving the railroads of five cars daily.(1) In hauling yarn, the capacity of a railroad car is used only 35 percent, whereas the capacity of the ZIS-5 truck trailer is used 80 percent. A two-axle railroad car, with 18-20 ton capacity, hauls only 7 tons of yarn, while the ZIS-5 truck, with a 3-ton trailer attached and having a capacity of 6 tons, hauls 5 tons. In hauling yarn by motor transport, great savings are realized from the return of empty boxes and containers, which are not accepted by the railroads for return, but must be dismantled into boards.(2)

Despite these advantages, the change-over from rail to motor hauling over short distances has not been widely adopted. As can be seen from the following tables, current motor rates are not the reason why motor transport has not relieved the railroads of short-distance hauls because, in some instances, motor transport costs are below rail costs even at current rates. One of the main reasons why interregional hauling by truck has not been adopted more widely is the lack of common carrier motor transport specializing in interregional hauling.(1)

There are several shortcomings in motor transport which first must be eliminated. In a number of motor pools, material and labor are used inefficiently. This is evidenced by poor production, few runs before repairs become necessary, and uneconomical use of fuel, tires, and spare parts. There are sharp variations both in annual output per ton of a vehicle's carrying capacity and in hauling costs. For example, the output varies from 6,000 to 30,000 ton-kilometers, while the cost per ton-kilometer varies from 45 kopecks to 3 rubles.(2) A motor pool hauls freight between regions only occasionally, or hauls it or rejects it depending on its facilities, type of freight, direction, etc.(1) A considerable part of the motor vehicle fleet is parked outdoors during the entire year. Also, little has been done to improve tire mileage, and organized hauling and technical service on the main highways are still actually a problem.(2)

In rail hauling, the supplier is responsible for both loading and layover time. In motor transport, the customer, not the supplier, is responsible for loading, hauling, and unloading, and he must pay a fine in the event of above-norm layover time. To establish motor transport interregional hauling, it will be necessary to make the supplier responsible for shipment, the transport organization responsible for hauling and expediting, and the customer for unloading.(1)

In the following tables (1), showing rates for hauling freight by rail and motor transport, by combined rail and truck, and by truck trailer, rates are in rubles and are for hauling one ton of the commodity listed.

- 2 -

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50X1-HUM

Table 1. Comparison of Rates for Hauling Various Freight  
50 Kilometers by Rail and Motor Transport Before and After 1949  
(when new rates went into effect)

<u>Type of Freight</u>	<u>Rail</u>			<u>Motor Transport</u>		
	<u>Pre-1949 Rate</u>	<u>Present Rate</u>	<u>Percent Increase</u>	<u>Pre-1949 Rate</u>	<u>Present Rate</u>	<u>Percent Decrease</u>
Metal	1.65	9.0	445.4	43.0	55.0	18.6
Minerals and construction materials	2.0	4.4	120.0	38.4	31.5	18.0
Potatoes	2.88	8.8	205.6	38.4	31.5	18.0
Grain	2.88	9.0	212.5	38.13	31.5	17.4

Table 2. Costs of Combined Rail and Truck Hauling, i.e., Hauling by Rail  $\sqrt{\text{rate}}$   
based on 50-kilometer minimum  $\sqrt{\text{rate}}$  Plus Delivery Distance to and From Station of 4,  
6, and 8 Kilometers

	<u>4 Km</u>	<u>6 Km</u>	<u>8 Km</u>
Metal	18.28	19.6	21.0
Minerals and construction materials	13.15	14.34	16.6
Potatoes	17.55	18.74	20.0
Grain	17.55	18.94	20.2

Table 3. Costs of Hauling Direct by Truck Trailer With Carrying Capacity of More  
Than 4 Tons

	<u>10 Km</u>	<u>20 Km</u>	<u>30 Km</u>	<u>40 Km</u>	<u>50 Km</u>
Metal	6.0	9.76	13.92	17.28	20.8
Minerals and construction materials	5.4	8.78	12.53	15.55	18.72
Potatoes	5.4	8.78	12.53	15.55	18.72
Grain	5.4	8.78	12.53	15.55	18.72

## SOURCES

1. Avtomobil', No 3, 1951
2. Ibid., No 7, 1951

- E N D -

- 3 -

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